| ວວ 🖺 | بالمحمديها أنساريها أنفها | | and the said of the said | 790 Page 1 | |
|------|---------------------------|-----------------|--------------------------|------------|--------------|
| 3x € | | | 14.44 | .(08∃: | V J : |
| | 22. 22. 2 | t in the second | | - | 4 |



CODA

25X1A

Approved For Release 2002/07/10 : ČIA-RDP69B00041R001800010020-7

PHYSIOLOGICAL SUPPORT DEBRIEFING

| | E 8 Mar 68 ACFT 27 | | | | | |
|------|--------------------------------------|-------------------|-----|--|------------|-------------|
| TIME | E IN FLIGHT 4+00 TIME IN SUIT | 57 | 20 | PREBREATHIN | G TIME | 1+00 |
| | | | | SFACTORY | | SFACTORY |
| 1. | PHYSICAL CONDITION (PILOT) | 1 | | | | |
| 2. | SURVIVAL KIT AND CUSHION 5 | | | | | |
| | parachute 139 | • | _ | | | |
| 4. | HELMET 266 | • | 7 | | | |
| | A. REFLECTIONS | e e | - | 1 | | |
| • | B. FACE HEAT | | _ | | - | |
| | C. COMMUNICATIONS | | _ | | | . ; |
| 5. | SUIT PROPER -3 | | | will a | | |
| • | A. CABIN DECOMPRESSION: YES | 3 | 1 | | • | |
| 6. | OUTER GARMENT -3 | manus and an area | | | | · |
| 7. | BOOTS AND SPURS $CT \omega/\sigma D$ | | · | | | |
| 8. | gloves -2 | | _ | | | |
| 9• | OXYGEN SYSTEM | | - | · site | | |
| | DEPART RETURN TIME AMT TIME AMT | | | | | |
| #1 | 1055 9.5 1533 825 | | | | | e e |
| #2 | 1055 9.5 1533 9.0 | | | | | |
| 10. | MISCELLANEOUS | | - | | · <u>·</u> | · |
| 11. | EVALUATION ITEMS | | | | | |
| , v | A. 25X1A | | - | <u> </u> | | - |
| | B• | | - | | | |
| | G | | • | î e | | |
| | D. | | . • | | | |
| | E. | _ | • | | | pare. |
| 12. | REMARKS: (EXPLAIN UNSATISFACTORY | REPORT) | | ; ; | | |

Approved For Release 2002/07/10 : CIA-RDP69B00041R001800010020-7 FULL PRESSURE SUIT TEST LOG

| SUBJECT # | 1 | flight date 8 | Mar 68 | |
|-----------------------|----------------|--|--|-------|
| suit #3 | | DON 1020 | | |
| OUTER GARMENT W/FLOAT | gear <u>-3</u> | DOFF 1540 | | |
| HELMET # SN F | 至 266 | TIME IN SUIT | 700 | **** |
| GLOVES # -2 | | TECHNICIAN_ | | 25X1A |
| BOOTS CT | | <u>-</u> | , | |
| PRESS-TO-TEST | PRE-FLIGHT | SUBJECT TEST | POSTFLIGHT | |
| SYSTEM #1 | • | | | |
| Max Pressure | 104 | 120 | 120 | |
| Differential | 1.3 | 1,4 | 115 | |
| Leak Rate | 1050 | 450 | 500 | |
| SYSTEM #2 | | | | |
| Max Pressure | | 120 | 112 management sections, majoritims on the training | |
| Differential | 1.3 | 114 | 13 | |
| Leak Rate | 1250 | 400 | 900 | |
| Unpress Leak Rate | 300 | 350 | 250 | |
| Face Heat | 18.5 | | constitutives represented the service of the | |
| Commo and Cord | <u>ok</u> | | Companies and the Companies of the Compa | |
| Pencils | | Change Company Company Company Company Company | Group and Company and a state of the state o | • |
| Knife | | • | CERCIONAL ANGLESCO. SECTION OF PRINCIPAL A | |
| Controller Number | _7/_ | | Charles and Professional States and the second | |
| Packet | | | Opension Characters (1278) and one range or | • |
| Grease Zippers | | Complete Company on the Company of t | CONTRACTOR AND ASSESSMENT AS A P. 14 | |
| Check Location of CO2 | | | · | |
| Proscure Tan Screws | | 0K | | |

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PRESSURE SUIT HOOK-UP CHECKLIST

| | 1. Packet in pocket. | |
|------|---|------------------------------------|
| | 2. UStirrups secured. | |
| | 3. Foot rest guards over seat foot rests. | |
| | 4. Communications secured and functioning. | |
| | 5./ Face heat ON (LOW). | |
| | 6. LOxygen hoses secured in QD. | |
| | 7. Three harness snaps secured - harness adju- | sted and surplus stowed. |
| | 8. VKit adjusted and surplus stowed. | |
| | 9 Uwo (2) bailout hoses secured. | |
| | 10 Lap belt, shoulder harness, key, secured as | nd adjusted. (velcro tape secured) |
| | 11. Oxygen hoses under right leg strap, chest | strap under helmet hold-down. |
| | 12 Emergency oxygen lanyard secured and pin re | emoved. |
| | 13. Offeen apple secured. | |
| | | |
| | 14/Red knob secured, guard removed. 15.4 Manual over-ride handle secured. | |
| | | -11 |
| | 16.17wo (2) Rocket-Jet releases secured. 17.10ress-to-test both 02 Systems, (LOW pressu | re-#1 Svs 20/65 #2 Svs 25/20). |
| | 18. Check face heat. | |
| | 10. Delieck race lieat. | |
| | 19. Re-adjust lap belt. 20 / Kit lanyard secured to D-Ring, under Lap B | o1 t . |
| | 21. Parachute beacon; AUTOMATIC (), UNSNAPPE | D (). SNAPPED (). |
| | 21. Parachute Deacon; Automatio (), Onomitie | ,, |
| | | |
| | 22. Departing LOX quantity, #1 System 9.5 | #2 System 9.5 TIME 105.3. |
| • | 22. Departing Low quantity, wi System | #2 0y000iii |
| | | |
| | 234 Returning LOX quantity, #1 System 8.25 | #2 System 9.0 / TIME /5.33. |
| | 25 2 Reculining for quantity, we by the many | |
| | | |
| | | |
| | | |
| | SUBJECT/05/ | AIRCRAFT NUMBER 127 |
| | | |
| 25X1 | 5X1A TECHNICIAN | DATE OF FLIGHT 8 March 68 |
| | 44 V3 6 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 | |

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EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

| PARACHUTE: | | |
|---|---------------------------|---------|
| 1. / Ripcord pins seated (main and first st 2. Check power cable linkage. | age). | |
| 3. Pack opening elastics secured. | | |
| 4. First stage jettison mated and pins se | ecured. | • |
| 5. Two (2) rocket jet units secured. | | |
| 6. Manual over ride handle secured. | | |
| 7. Green apple secured. | | |
| 8. Red knob secured, guard installed. | | |
| 9. Bailout hoses adjusted for HIGH flight | | |
| 10. Bailout hose connectors operating. | ked. | |
| 12. Marness adjusted for HIGH flight. | | |
| 13. Automatic openers - triggered and rese | et. | |
| 14. Ameroids (sea level to 7500'). | | |
| 15. Bailout cylinder pins secured. | JEGO . | |
| 15. Bailout cylinder pins secured. 16. Bailout cylinder pressure #1 /800 17. Communication cord secured to chute. | #2 /800. | |
| 17. Communication cord secured to chute. | | |
| 18. Wisual inspection completed. | | |
| 19. Paceheat battery pack checked. | | |
| | | |
| SURVIVAL KIT: | | |
| | | |
| 1. Vyellow handle secured. | | |
| 2. Trigger clearance. | | |
| 3. Kit disconnects secured. | | |
| 4. Lid secured. | | |
| 5. Wisual condition. | | |
| INSTALLATION: | | |
| INSTRUMPTION. | | |
| 1. Shoulder harness installed. | | |
| 2. Vent hose secured at disconnect. | | |
| 3. Kit secured to chute. loose. | | |
| 4. Amergency oxygen lanyard secured to ch | hute with pin installed. | |
| 5. Communication cord secured at disconne | ect. | |
| 6. Went hose secured to chute. | | |
| 7. Pin secured in QD and safetied. | | |
| 8. Oxygen system low pressure #1 75/70 | #2 <u>80/70</u> • | |
| 9. Pip pin in "D" ring. | | |
| 10. Latirrup cables extended and operating | ireely. | |
| 11. Foot rest guards over seat foot rest. | | 0EV4A |
| SUBJECT# 5/ AIRCRAFT # 27 PARAC | CHUTE # 138 SEAT KIT # 51 | , 25X1A |
| | | |
| TYPE CUSHION SRM DATE 8 Mar 68 VENT HO | OSE # // TECHNICIA | |
| | | |

Approved For Release 2002/07/10 : CIA-RDP69B00041R001800010020-7 FULL PRESSURE SUIT TEST LOG

| SUBJECT # | 5 | FLIGHT DATE | 8 MAR (8 | |
|-----------------------|------------|--|--|-------|
| SUIT #/ | | DON | May 1 and 1 | |
| CUTER GARMENT W/FLOA | T GEAR/ | DOFF | | |
| HELMET #/ | , | TIME IN SUIT | 1+15 | 25X1A |
| GLOVES # | , | TECHNICIAN | | 1 |
| BOOTS | | | , | |
| PRESS-TO-TEST | PRE-FLIGHT | SUBJECT TEST | POSTFLIGHT | |
| SYSTEM #1 | | | | |
| Max Pressure | 108 | 120 | 110 | |
| Differential | 1,0 | 120 | 112 | |
| Leak Rate | 1300 | 450 | 1200 | |
| SYSTEM #2 | | | Commission (A) Complete Commission (C) | |
| Max Pressure | 116 | 120 | 116 | |
| Differential | 1,2 | 1,2 | 1, 2 | |
| Leak Rate | 1250 | 700 | 1/00 | • |
| Unpress Leak Rate | 550 | 500 | 550 | |
| Face Heat | 20 alm | | Manager of Processing Street Street, No. 2, 1 | · |
| Commo and Cord | 6/5 | One of the state o | CONTROL View Internal Control | |
| Pencils | | | CHARLES ON AND PROPERTY AND ANY AREA. | |
| Knife | | | Commission of the second of th | |
| Controller Number | 76_ | | Chiches Magdald Apr. 1 49 400 TH Cross 11 - | |
| Packet | | | Charge Constraints from Trigging Street 22 (2007) | |
| Grease Zippers | | | CHRESCHILL CHRESCHILLES STATE CONTRACTOR OF THE ANALYSIS OF T | |
| Check Location of CO2 | i | | Charles and house and the tree of the | |
| Pressure Tap Screws | | -0/5 | Marie and Marie design Andrews | |

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PRESSURE SUIT HOOK-UP CHECKLIST

1. Packet in pocket.

| | 2. Stirrups secured. |
|---------------|--|
| | 3. Foot rest guards over seat foot rests. |
| | 4. Communications secured and functioning. |
| | 5. Face heat ON (LOW). |
| | 6. Oxygen hoses secured in QD. |
| | 7. Three harness snaps secured - harness adjusted and surplus stowed. |
| | 8. Kit adjusted and surplus stowed. |
| | 9. Awo (2) bailout hoses secured. |
| | 10. Lep belt, shoulder harness, key, secured and adjusted. (VELCRO TAPE SECURED) |
| | 11. Oxygen hoses under right leg strap, chest strap under helmet hold-down. |
| | 12. Emergency oxygen lanyard secured and pin removed. |
| | 13. Green apple secured. |
| | 14. Red knob secured, guard removed. |
| | 15. Manual over-ride handle secured. |
| | 16. Two (2) Rocket-Jet releases secured. |
| - | 17. Press-to-test both 02 Systems, (LOW pressure-#1 Sys 80/85 #2 Sys 95/100). |
| | 18. Check face heat. |
| | 19. Re-adjust lap belt. |
| | |
| | 20. Kit lanyard secured to D-Ring, under Dap Belt. 21. Parachute beacon; AUTOMATIC (), UNSNAPPED (). |
| | |
| | |
| | 22. Departing LOX quantity, #1 System 8.75 #2 System 8/5 TIME //55. |
| | |
| | |
| | 23. Returning LOX quantity, #1 System #2 System TIME |
| | |
| | |
| | |
| | SUBJECT 1055 AIRCRAFT NUMBER 13/ |
| | SUBJECT 055 AIRCRAFT NUMBER $3/$ |
| 25X1 <i>F</i> | 771 12 |
| | TECHNICIAN DATE OF FLIGHT & Mar 6 8 |
| | |
| | |
| | |

EQUIPMENT PREFLIGHT FOR HIGH FLIGHT

| PARA | CH | UTE: |
|------|----|------|
| | | |

| 1. Ripcord pins seated (main and first stage). 2. Check power cable linkage. | | |
|---|-----------------|----------|
| 3. Pack opening elastics secured. | | |
| 4. First stage jettison mated and pins secured. | | |
| 5. Two (2) rocket jet units secured. | | • |
| 6. Manual over ride handle secured. | | |
| 7. Green apple secured. | | |
| 8. Red knob secured, guard installed. | | |
| 9. Bailout hoses adjusted for HIGH flight. | | |
| 10. Milout hose connectors operating. | | |
| 11. Bailout hose safety clip lanyard checked. | | |
| 12 Karnese adducted for UTON six at | | |
| 12. Marness adjusted for HIGH flight. | | A |
| 13. Automatic openers - triggered and reset. | | |
| 14. Ameroids (sea level to 7500'). | | |
| 15. Lailout cylinder pins secured. | 1800 | W. A. C. |
| 6. Bailout cylinder pressure #1 /800 #2 / | 1800 | |
| 7. Communication cord secured to chute. | | |
| 8. Visual inspection completed. | | |
| 9. Faceheat battery pack checked. | | |
| SURVIVAL KIT: | | |
| 1. Yellow handle secured. 2. Trigger clearance. 3. Kit disconnects secured. 4. Lid secured. 5. Visual condition. | | |
| INSTALLATION: | | |
| 1. 28houlder harness installed. | | |
| 2. Nent hose secured at disconnect. | | |
| 3. Kit secured to chute, loose. | | |
| 4. Emergency oxygen lanyard secured to chute wit 5. Communication cord secured at disconnect. 6. Went hose secured to chute. 7. Pin secured in QD and safetied. 8. Oxygen system low pressure #1 80/70 #2 | | |
| 8. Oxygen system low pressure #1 80/70 #2 | <u>/4 7 0</u> . | |
| A. Arth bru ru Link. | / | |
| O. Stirrup cables extended and operating freely. | | |
| 1. Foot rest guards over seat foot rest. | | |
| SUBJECT# 55 AIRCRAFT # 31 PARACHUTE #_ | | |
| TYPE CUSHION $5BM$ DATE $8MV68$ VENT HOSE # 2 | 76 TECHNICIAN | 25X1/ |
| | | |